

DRAFT

Planning Commission Recommended Draft - June 2008

(Amended by Staff – January 2009)*Page 47 (TNPAG Draft Plan Reference)*

Chapter 5: Transportation

Summary of Recommendations

City/Neighborhood Traffic

- Implement improvements to Baltimore Road (as recommended in City's Capital Improvements Program) without widening the roadway.
- Support and expand school safety initiatives.
- The City of Rockville should support a soft-wheel circulator trolley that runs clockwise and counter-clockwise from: Rockville Town Center - Rockville Metro – Veirs Mill Road – Twinbrook Parkway – Twinbrook Station - Twinbrook Metro – Rockville Pike – Rockville Town Center to increase connections between the Twinbrook neighborhoods, the Rockville Town Center, Twinbrook Station and Rockville Pike.
- Study impact of commercial traffic on neighborhood streets, particularly Halpine Road and Lewis Avenue.
- To reduce the impact of cut-through traffic, study the feasibility of one-way circulation systems throughout the Twinbrook neighborhoods, especially in areas with "short blocks."
- Review the functioning of the intersection of Lewis Avenue and Edmonston Drive to determine how it can be improved, and study the feasibility of additional traffic calming measures on Edmonston Drive.
- Review pedestrian safety at the intersection of Woodburn and Baltimore Roads
- Review entrance and exit configuration at the Burgundy Shopping Center.
- Continue to install bus shelters throughout the community.
- During build-out, as each phase is completed, and after construction of Twinbrook Station, conduct regularly scheduled monitoring of traffic within the Twinbrook neighborhood to determine if additional traffic calming measures are warranted on the affected roads. Recommend and support pedestrian safety and traffic calming measures on Primary Residential Class 1 roads (Baltimore Road and Twinbrook Parkway) and Primary Residential Class 2 roads (Edmonston, Broadwood, Grandin/Nimitz Aves in Planning Area 7 and Halpine Road and Ardennes and Lewis Aves in Planning Area 8).

Bikeway and Pedestrian

- Improve street lighting throughout the neighborhoods.

City of Rockville

TNP Chapter 5: Transportation

DRAFT

Planning Commission Recommended Draft - June 2008

(Amended by Staff – January 2009)

- Study alternatives to Veirs Mill Road for planned neighborhood and shared-use bikeways to link Town Center with Rock Creek Park. (Consider Rockcrest Park as a bikeway/pedestrian way. Upgrade path and install environmentally friendly street lighting.)
- Study the feasibility of a pedestrian crossing across the CSX/Metro tracks at Halpine Road, or other area locations, to link the neighborhood with the Rockville Pike area.
- Support and expand school safety initiatives, including installation of missing sidewalks.
- Establish dedicated pedestrian routes, with markings, throughout the neighborhood.
- Encourage bicycle sharing initiatives.

Parking

- Review the City's Permit Parking policy to determine its impact on residential neighborhoods, and whether it should be used to limit the number of cars each household may park on the street.
- Encourage the use of permit parking on

Page 48 (TNPAG Draft Plan Reference)

- primary and secondary residential streets throughout the neighborhood to minimize the threat of parking encroachments. (Limit the number of permits to 3 per household. Exceptions may be made on a case by case basis.)
- Encourage incentives, such as an expansion of the City's successful apron program, to implement off-street parking in an environmentally friendly fashion.

Alleys

- Existing alleys should be retained.

Montgomery County

- Montgomery County should join the City of Rockville in support of a soft-wheel circulator trolley that runs clockwise and counter-clockwise from: Rockville Town Center - Rockville Metro – Veirs Mill Road – Twinbrook Parkway – Twinbrook Station - Twinbrook Metro – Rockville Pike – Rockville Town Center to increase connections between the Twinbrook neighborhoods, the Rockville Town Center, Twinbrook Station and Rockville Pike.

City of Rockville

TNP Chapter 5: Transportation

DRAFT

Planning Commission Recommended Draft - June 2008

(Amended by Staff – January 2009)

- Review hours of service and frequency of Ride-On bus service as Twinbrook Station develops. Encourage bus ridership.
- Examine increasing Ride-On service along Broadwood Drive.
- Examine whether bus stops should be aligned with crosswalks to improve safety on Twinbrook Parkway.
- Review phasing of traffic signals on Veirs Mill Road, and at the intersection of Twinbrook Parkway and Veirs Mill Road.
- Support construction of Montrose Parkway East.

State of Maryland

- Improve pedestrian safety and accessibility in the Veirs Mill Road commercial area.
- Install a count down pedestrian light at Veirs Mill Road and Atlantic Ave.
- Study sight distances and implement signage and street markings on access roads into and out of neighborhoods from Veirs Mill Road via service roads.
- City and State should work to improve the physical appearance of the Veirs Mill Road commercial area, between Midway Avenue and Twinbrook Parkway, by installing additional trees and landscaping elements.
- Support interchange improvements at Gude Drive/MD 355 and the construction of a Gude Drive/I-270 interchange. Support redesignation of Gude Drive as MD 28 to divert traffic away from First Street/Veirs Mill Road, the Town Center and West Montgomery Avenue.
- Support improvement of intersection of Veirs Mill Road and First Street (MD28/MD 586 interchange) only as part of a corridor-based initiative that considers the impact on adjacent intersections. Any road improvements should ensure that pedestrian and bicycle connectivity is enhanced.
- Any transit improvement on Veirs Mill Road should be made within the existing right of way and should not increase neighborhood cut-through traffic. A soft-wheel circulator trolley linking Twinbrook to the Town Center, Twinbrook Station and Rockville Pike would be the preferred option.
- Support an enhanced transit stop at Veirs Mill Road and Twinbrook Parkway. particular attention should be given to streetscape improvements and safe pedestrian and bicycle connections that can link both sides of the neighborhood.-
- Study feasibility of reducing speed limit on Norbeck Road.

Noise

- Establish design standards within the Rockville Pike and Twinbrook Metro Performance Zone Plans to mitigate reflective noise from buildings abutting railroad tracks.

City of Rockville

TNP Chapter 5: Transportation

DRAFT

Planning Commission Recommended Draft - June 2008

(Amended by Staff – January 2009)

- Monitor Montgomery County effort to implement a railroad “Quiet Zone” in Kensington to determine whether similar action should be recommended for Randolph Road.
- Recommend slower train speeds through residential areas.

Analysis of Issues

The Twinbrook neighborhoods are bounded by arterial roads carrying a large volume of both local and non-local commuter traffic. Rockville Pike, Norbeck Road, and Twinbrook Parkway carry the largest percent of this traffic and form a boundary around the two neighborhoods. Veirs Mill Road bisects the area, and is an important cross-county link between Silver Spring, Wheaton and the City of Rockville. The neighborhood’s internal circulation system is largely dictated by the land use pattern, and is designed to direct traffic on to a limited number

Page 49 (TNPAG Draft Plan Reference)

of collector routes. Traffic backups occur at the limited number of entrance and exit points. Major improvements, such as intersection improvements at First Street and Veirs Mill Road and the Veirs Mill Road Bus Rapid Transit Plan (BRT) being considered by the State of Maryland also bring challenges to the neighborhood, and should provide additional impetus for commercial and streetscape improvements in the corridor.

Several large developments will be completed over the next few years and it will be important to continuously monitor the traffic situation to limit any negative impacts that these developments may have on the Twinbrook neighborhoods., Twinbrook Station is expected to build-out to 1,595 multi-family units and approximately 545,000 square feet of retail and office space and redevelopment in Montgomery County, south of Twinbrook Parkway is anticipated to yield between 1,000 – ~~4,000~~2,600 multi-family units and approximately 4.98 million square feet of commercial space. In addition, continuing redevelopment in Rockville Town Center and along the Rockville Pike corridor is anticipated over the coming years.

At two neighborhood meetings held in November 2004 to launch the Twinbrook Neighborhood Plan, several aspects of traffic and transportation emerged as major concerns for the community. Residents are concerned about both the volume and speed of traffic on the major roads and through the community, with vehicles cutting through the neighborhood being a primary concern.

The following issues were identified and have been confirmed as problem areas through subsequent staff work and discussions in the Advisory Group:

City of Rockville

TNP Chapter 5: Transportation

DRAFT

Planning Commission Recommended Draft - June 2008

(Amended by Staff – January 2009)

- Cut-through traffic, particular north-south cut-throughs.
- Pedestrian safety in general, and particularly at Veirs Mill Road and Twinbrook Shopping Center.
- Speeding on major roads and throughout the neighborhoods.
- Traffic congestion, particularly on Twinbrook Parkway and at the intersection of Lewis Avenue and Edmonston Drive.
- Roadway improvements needed on Baltimore Road.
- Parking in the Metro area and throughout the neighborhood.

Existing Conditions

Every road in the City of Rockville is assigned a classification that determines the physical features of the road as well as how it is used. The City has developed a set of specific criteria to determine where and whether improvements should be made. The Department of Public Works, or their consultants, conducts a systematic analysis of each area by measuring the existing speeds and counting the number of vehicles passing through the area, and if the particular thresholds are reached, improvements will be considered for the area. (Please see Appendix 5 for additional information on eligibility criteria).

Page 50 (TNPAG Draft Plan Reference)

Twinbrook Station Improvements

As part of its Use Permit agreement with the City of Rockville, the developer of Twinbrook Station, the JBG Companies, has undertaken to provide a series of improvements and traffic calming mitigations throughout the Twinbrook neighborhoods. Certain improvements are tied to each phase of the development and they will be implemented as building progresses. City DPW staff is working with JBG and their consultants to determine the most appropriate locations for the improvements, using the City's established criteria (see above) and listening to community concerns.

Vehicular Circulation

The Twinbrook neighborhoods are bounded by: First Street/Norbeck Road to the northeast, the City's eastern boundary along Rock Creek Park and Twinbrook Parkway, and the CSX and Metro railroad tracks to the southwest. The neighborhoods are bisected by Veirs Mill Road, which contains the primary commercial node in the area.

The CSX and Metro tracks act as both a boundary and a barrier, and access from the neighborhood onto Rockville Pike is limited to one exit at Edmonston Drive. The

City of Rockville

TNP Chapter 5: Transportation

DRAFT

Planning Commission Recommended Draft - June 2008

(Amended by Staff – January 2009)

intersection of Edmonston Drive and Lewis Avenue is particularly congested at peak times, in part because Edmonston Drive is also used as a cut-through route from Veirs Mill Road to Rockville Pike. The City should review the functioning of the intersection of Lewis Avenue and Edmonston Drive to determine how it can be improved, and study the feasibility of additional traffic calming measures on Edmonston Drive.

Residents throughout the Twinbrook neighborhoods have expressed interest in one-way circulation systems to reduce traffic congestion from cut-through traffic, and the City should study the feasibility of one-way circulation systems throughout the Twinbrook neighborhoods, especially in areas with “short blocks” that would not cause residents to make extensive detours.

Veirs Mill Road

Veirs Mill Road (State Route 586) serves as one of the major east-west arterial roads in Montgomery County as it is the primary surface road connecting Silver Spring and Wheaton with Rockville. The Twinbrook neighborhoods primary commercial area lies on either side of Veirs Mill Road, at its intersection with Twinbrook Parkway. The road therefore has the dual function of carrying commuters passing through the area, as well as residents going about their daily business.

The State of Maryland is recommending improvements to the intersection of Veirs Mill Road and First Street. (Project number GS-16 Norbeck Road (MD28 “First Street”)/Veirs Mill Road (MD 586).) This project has been under consideration for some time and the City’s Master Plan of 2002 supported a grade separation alternative. The City has amended its position and has recommended that the intersection should only be improved if it is part of a corridor-based initiative that considers the impact upon all of the adjacent intersections. The City also supports interchange improvements at Gude Drive/MD 355 and the construction of a Gude Drive/I-270 interchange. Once these improvements have been completed, the City will support the redesignation of Gude Drive as MD 28 - so that traffic is diverted away from First Street/Veirs Mill Road, the Town Center and West Montgomery Avenue.

~~Montgomery County proposes to expand~~ Veirs Mill Road will be expanded to three lanes in each direction from Twinbrook Parkway to Randolph Road, west of the City boundary. (Project number WI-19 Veirs Mill Road (MD 586)).

The community has expressed concern about traffic congestion on Veirs Mill Road during peak hours. Conversely, there are concerns about speeding traffic at other times. Members of the Advisory Group expressed concern about the physical appearance of Veirs Mill Road, particularly in the commercial areas. There are very few trees and the landscaping is unattractive and uninviting.

City of Rockville

TNP Chapter 5: Transportation

DRAFT

Planning Commission Recommended Draft - June 2008

(Amended by Staff – January 2009)**Veirs Mill Road Bus Rapid Transit (BRT)**

A Bus Rapid Transit (BRT) system has been proposed for Veirs Mill Road to link Rockville Metro Station with the Wheaton Metro Station. (Project number TR-13 Veirs Mill Road (MD 586) BRT – Wheaton to Rockville.) The Maryland Department of Transportation (MDOT) is determining whether a rapid bus system should be implemented between these two important centers in order to increase cross-county transportation options. The Montgomery County Department of Public Works Transportation

Page 52 (TNPAG Draft Plan Reference)

Division completed Phase 1 of the Veirs Mill Road Bus Rapid Transit Facility Planning in August 2005. The project report, which was prepared by the consulting firms of McCormick Taylor and Gannett Fleming, evaluates the potential for Bus Rapid Transit (BRT) service on Veirs Mill Road between the Rockville and Wheaton Metro Stations. It follows on from the 2003 Veirs Mill Road BRT Study Final Report and narrows the list of alternative routes down to two:

Alternative 1:

Alternative 1, the “Service Road Alternative,” uses the service roads where they exist, with the BRT service moving into the right-most lane of the general purpose lanes where they do not. This alternative would have a significant impact on the Twinbrook neighborhoods either side of Veirs Mill Road within the City, as the access breaks in the median between the roadway and the service road would be closed. Access would be gained by routing through the neighborhoods, increasing the level of internal neighborhood traffic. Total Roadway costs for Alternative 1 are estimated at \$25.3 million.

Alternative 2:

Alternative 2 is the “Additional Lane Alternative” which assumes a third lane would be added where one does not currently exist. It could result in less impact on the Twinbrook neighborhoods. Total Roadway costs for Alternative 2 are estimated at \$39.8 million, so it is considerably more expensive than Alternative 1.

A third alternative that placed the BRT in the median of Veirs Mill Road was not put forward, but the report noted that the feasibility of such a system should be reviewed. The City’s Traffic and Transportation Division~~DPWT~~ was part of the working group and argued strongly against the inclusion of Alternative 1, which the City would be unlikely

City of Rockville

TNP Chapter 5: Transportation

DRAFT

Planning Commission Recommended Draft - June 2008

(Amended by Staff – January 2009)

to support. The project team felt, however, that more than one alternative would need to be submitted for study and so it was put forward.

The Montgomery County Planning Board and the County Council's Transportation and Environment (T&E) Committee were briefed on the project in Fall 2005. The County recommended the project be included in the Maryland Department of Transportation (MDOT) Consolidated Transportation Program. (CTP). MDOT is considering long-term improvements identified in the Veirs Mill Road BRT report, and may use WMATA Metro Matters funds for short-term improvements.

WMATA has undertaken the Metrobus: Q2/Veirs Mill Road Study to improve service on the Q2 Metrobus line, which serves Veirs Mill Road and has one of the highest levels of ridership in the Metro system. The Montgomery County Department of Transportation anticipates resuming study of BRT on Veirs Mill Road in 2010, with a study of a Georgia Avenue BRT beginning in 2011.

This Plan recommends that any transit improvements – in either the short or the long term – should be made within the existing right of way and should not increase neighborhood cut-through traffic.

In the shorter term timeframe this Plan supports a soft-wheel circulator trolley that runs clockwise and anti-clockwise from: Rockville Town Center - Rockville Metro – Veirs Mill Road – Twinbrook Parkway – Twinbrook Station - Twinbrook Metro – Rockville Pike – Rockville Town Center to increase connections between the Twinbrook neighborhoods and these major centers. However, should the State decide, over the longer term, to proceed with an enhanced transit system on Veirs Mill Road, with a station in the commercial area, the area should be considered as a transit hub. Particular attention should be given to extensive streetscape improvements and to safe pedestrian and bicycle connections that can link both sides of the neighborhood.”

The BRT Proposal has not been considered by the City Planning Commission or the Mayor and Council.

Baltimore Road

Baltimore Road is a Primary Residential Class 1 road that runs from South Stonestreet, near the Rockville Metro, crosses Route 28 and runs west to northeast, intersecting with Twinbrook Parkway, before crossing the City boundary at Rock Creek, and rejoining Route 28 to the northeast of the City.

Baltimore Road connects Rockville Town Center and Rockville Metro/MARC to the northern part of the City and carries visitors to the Civic Center, the F. Scott Fitzgerald

City of Rockville

TNP Chapter 5: Transportation

DRAFT

Planning Commission Recommended Draft - June 2008

(Amended by Staff – January 2009)

Theater, Croyden Creek Nature Center and Rockville High School. It also acts as a cut through route for county residents driving to Twinbrook Metro. The City has recently installed a speed camera near the intersection of Baltimore Road and Twinbrook Parkway, in front of Rockville High School, to deter motorists from speeding.

In 1996 the City proposed a series of roadway enhancements for Baltimore Road that include upgrading the roadway and

Page 53 (TNPAG Draft Plan Reference)

implementing drainage and storm water management improvements. (City CIP number 420-850-6F11). Members of the community collaborated with the City and concept designs were completed in 2001, but due to financial constraints, the project was not funded. However, funding has recently become available to the City through the Federal Government's "Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users" (SAFETEA-LU) and money that had been included in that Bill to facilitate pedestrian and vehicular access to the Rockville Town Center will be diverted to the Baltimore Road improvements. City and State Transportation Planning staffs started the project process in 2006 and design is scheduled for summer ~~2009~~²⁰⁰⁸, with construction to begin in ~~2010~~²⁰⁰⁹.

Twinbrook Parkway

Twinbrook Parkway begins at its intersection with Baltimore Road in the northeastern portion of both the Planning Area and the City itself. This northern portion of Twinbrook Parkway lies fully within the City and it is classified as a Primary Residential Class 1 road that runs south, and east, where it intersects with Veirs Mill Road, before running south to its intersection with Rockville Pike (Rt. 355). South of Veirs Mill Road, Twinbrook Parkway is classified as an Arterial road and portions of it lie within Montgomery County.

The City has recently improved the street crossings in the Meadow Hall Elementary School area and has also placed mobile speed cameras near the school. However, residents are concerned that a number of the crosswalks are not well aligned with bus stops and that riders tend to cross the street at the bus stop, rather than walk to the nearest crosswalk. The City and County should examine whether realignment of bus stops with crosswalks is appropriate.

Twinbrook Parkway acts as a major north-south connector route in the mid-County area, carries traffic to and from the Twinbrook Metro Station, and is subject to periods of congestion throughout its length.

City of Rockville

TNP Chapter 5: Transportation

DRAFT

Planning Commission Recommended Draft - June 2008

(Amended by Staff – January 2009)**Pedestrian Network and Bikeways**

The City of Rockville is committed to providing multi-modal access to amenities, and to this end, the Department of Public Works has developed a comprehensive program for planning pedestrian and bikeway improvements throughout the City. DPW conducts public meetings and does public outreach in an effort to reach community consensus on the installation of sidewalks and bicycle paths. The program has four main phases:

1. A public meeting to announce that the improvements are being considered.
2. Concept design notification and comment period.
3. Final design notification and comment period, and
4. Construction notice.

The City has recently increased safety measures in the immediate vicinity of Meadow Hall and Twinbrook Elementary Schools. Signs, crosswalks and panels have been installed and the pavements marked. However, there are still portions of the Twinbrook areas without sidewalks, even in areas adjacent to the elementary schools, and it is important that the community consider the public safety aspects of installing sidewalks, as well as individual aesthetic concerns.

A number of sidewalk improvements will be provided as part of the Twinbrook Station mitigation agreement, as well as through the City's own CIP.

Because of the large amount of missing sidewalks in the City and the costs associated with constructing sidewalks, the City has created a Sidewalk Prioritization Policy. The Rockville Sidewalk Prioritization Policy helps determine in what order the City should construct sidewalks, which is a helpful tool for including sidewalks in the Citywide Capital Improvements Program. Sidewalks are grouped into one of five groups, A through E, with A being the highest range of scores and E being the lowest range of scores. In addition to the missing link's total score, information about available City right-of-way, public support for the construction of the sidewalk, and the potential environmental impacts of constructing the sidewalk will be taken into consideration when determining the timeline for planning, design, and construction of the sidewalk.

The City's Bikeway Master Plan of 2004

Page 56 (TNPAG Draft Plan Reference)

recommended that Veirs Mill Road should be used for a neighborhood and shared use path~~bikeway~~ to link Town Center with Rock Creek Park. The Plan recommends that this

City of Rockville

TNP Chapter 5: Transportation

DRAFT

Planning Commission Recommended Draft - June 2008

(Amended by Staff – January 2009)

decision be reconsidered, especially in light of pending State initiatives at the First Street/Veirs Mill interchange and the Veirs Mill Road BRT.

Mass Transit

Ten separate bus routes serve the Twinbrook neighborhoods. WMATA-operated buses run on the major roads and the Montgomery County Ride-On runs on both major roads and through the neighborhoods. The majority of the routes connect with the City's two Metro stations and residents would like the service extended into the evening hours. However, Montgomery County will not consider expanding service unless the ridership numbers warrant it, and this Plan recommends that the Ride-On routes and service levels be reviewed as Twinbrook Station comes on line and the population and amenities in the area increases. The County should also examine whether increasing Ride-On services along Broadwood Drive would be appropriate, now that the signalized intersection at Veirs Mill Road has made safe crossing possible.

As mentioned previously, WMATA is conducting the Metrobus Q2 Veirs Mill Road Line Study, to determine ways to improve transit in the corridor.

The City's DPW considers that there are an adequate number of bus stops provided throughout out the neighborhood to handle the present ridership. However, there is still need for additional shelters to be installed throughout the community (see map) and these should be installed using either developer, or City, funds.

Residents and commuters have expressed concern about poor street lighting levels near the Metro station. The Twinbrook Station development project will provide improved lighting in the Metro area as well as on the streets and walkways that will connect back into the neighborhood.

Parking

With redevelopment at Twinbrook Metro (Twinbrook Station project), parking in the area will be adequate in terms of City parking requirements and standards. There are existing permit parking areas in residential areas close to the Twinbrook Metro station and these should be monitored over time to ensure that they remain effective. Additional portions of the neighborhood may chose to move to permit parking on their streets, should parking by outside visitors become an issue in the future.

Residents have complained about the number of cars parked on the neighborhood streets and this is a continuing challenge in an area that was constructed without garages, or in many cases, any off-street parking. While the parked cars do act as an informal traffic calming measure, and may serve to slow traffic speeds, as the numbers of cars per

City of Rockville

TNP Chapter 5: Transportation

DRAFT

Planning Commission Recommended Draft - June 2008

(Amended by Staff – January 2009)

household increases, the problem becomes more acute. The City should consider developing incentives for residents to build driveways in an environmentally friendly way, using pervious paving materials and adjacent rain gardens to absorb any run-off.

The City can assist property owners in constructing a driveway apron and should consider expanding the successful Driveway Apron Program by encouraging more property owners to participate in it. Property owners can either pay for the apron in full, or have it billed to their property tax bill as a special assessment that can be repaid over a five-year period. More information can be found by calling 240-314-8500, or online in both English and Spanish, at:

http://www.rockvillemd.gov/e-gov/pw/Driveway_Apron_Constr_English.pdf

http://www.rockvillemd.gov/e-gov/pw/Driveway_Apron_Constr_Spanish.pdf

Noise**Highway Noise**

The City of Rockville is covered by the Montgomery County Noise Policy. More information can be found by calling 240-777-7770 and asking to speak with an Environmental Protection Specialist, or on-line at:

<http://www.montgomerycountymd.gov/deptmpl.asp?url=/content/dep/Noise/home.asp>

A study of transportation noise was conducted for the City in 2005, and the final report can be found at: <http://www.ci.rockville.md.us/mayor-council/2006/18-06/18-06-item9C-study.pdf> or by calling 240-314-8500.

Railroad Noise

While there is little that can be done to reduce the levels of noise that the actual train makes, the U.S. Department of Transportation implemented the “Train Horn” final rule on June 24, 2005, that enables communities to establish “Quiet Zones” where trains will not sound their horns when approaching at-grade crossings providing certain safety conditions are in place. Southbound trains sound their horns when passing through Twinbrook, in the City of Rockville and when approaching the at-grade crossing at Randolph Road in Mont-

DRAFT

Planning Commission Recommended Draft - June 2008

(Amended by Staff – January 2009)

gomery County. This means that safety improvements would need to be made in the County in order for City neighborhoods to benefit. Montgomery County has received a “Quiet Zone” request from Kensington and has decided to treat it as a pilot program to determine the feasibility of further applications. They have retained the services of BMI-SG, a consulting company with nation-wide experience, to determine what improvements might be needed in order to apply for the zone to be established. A lengthy and complicated application process involving County, State and Federal agencies, will follow if the County decides to pursue designation. The proposed Montrose Parkway East should eliminate the at-grade crossing at Randolph and may well be underway before all of the necessary applications are completed for the Quiet Zone.

Alleys

The majority of the homes in the Twinbrook planning areas were constructed during the “developer era” of the 1940s, 50s and 60s, when alleys were not considered a desirable neighborhood feature. However, three alleys remain in the Janeta area, which was largely built pre-developer, and this Plan recommends that these alleys should remain intact, as they provide useful access for residents and help with neighborhood traffic circulation.